AUDI RANGE DRIVERS INFORMATION SYSTEM REPAIR

Overview

As with all automotive LCD applications, in time the display may fade or lines of “pixels” may be lost.

This is due to a decrease in contact between the ribbon cable supplying the LCD with its signal caused mainly by the drying of the electronic joints due to atmospheric pollution and the oxidation of the solder and epoxy glue interface.

Basically, this simple procedure will attempt to restore that lost connection and restore the display to its former glory by reversing the original cause.

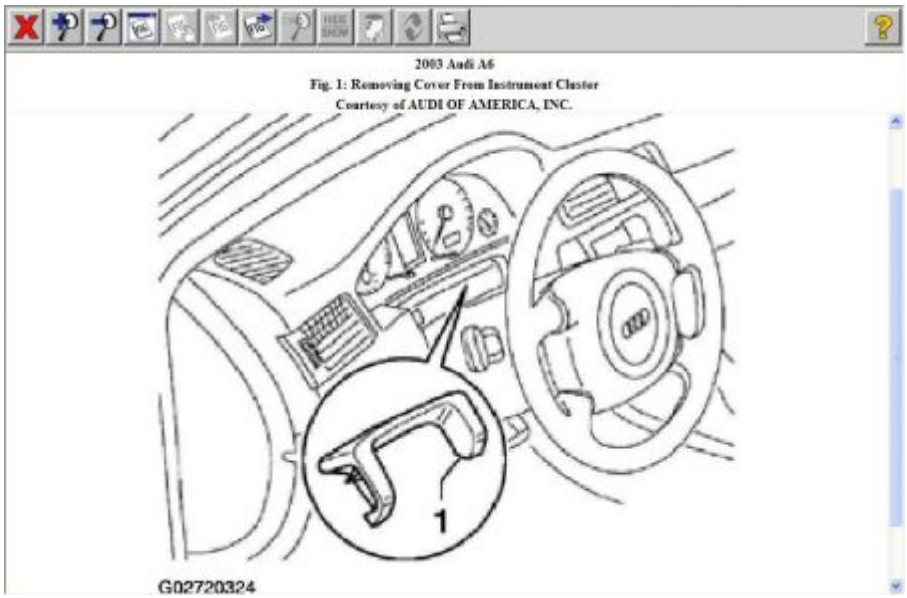
Firstly, it is advisable to prepare yourself a flat clean and uncluttered surface such as a dining room table and spread a large towel on that surface so that you may lay out the cluster in its parts and they will be protected during the uncomplicated procedure.

Ok! Now we are ready to begin.

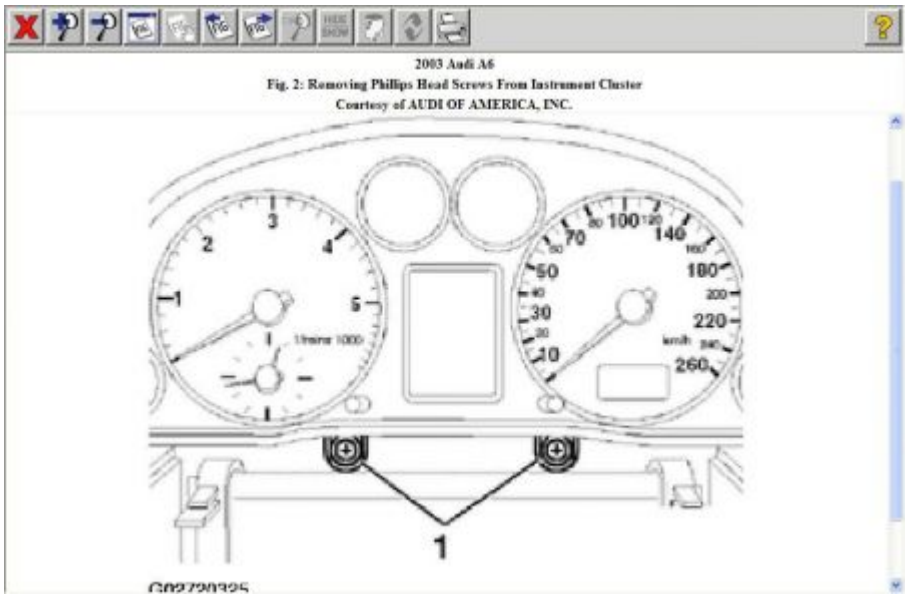
The first step is obviously to remove the cluster which is held in place with only a small number of torx screws, but first is it is necessary to remove the cowling from the steering column.

Before the cluster is removed however, I would always recommend that you remove the battery negative terminal to be safe and that you check you have your radio code (in your handbook) before doing so.

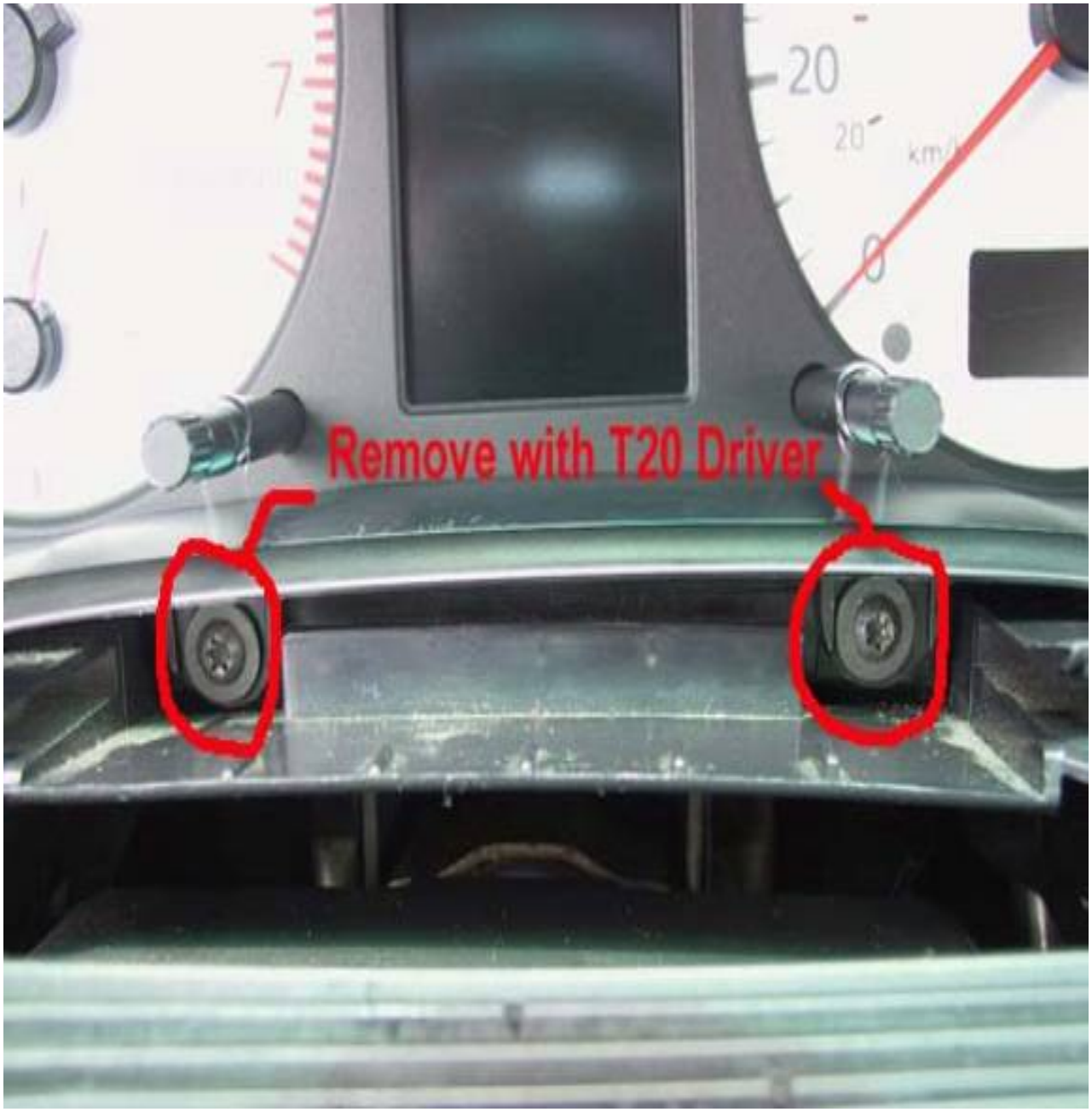
Generally, this is the part you need to remove before you can undo the cluster (Pic from TIS) after you have adjusted the steering wheel as far out and down as possible.



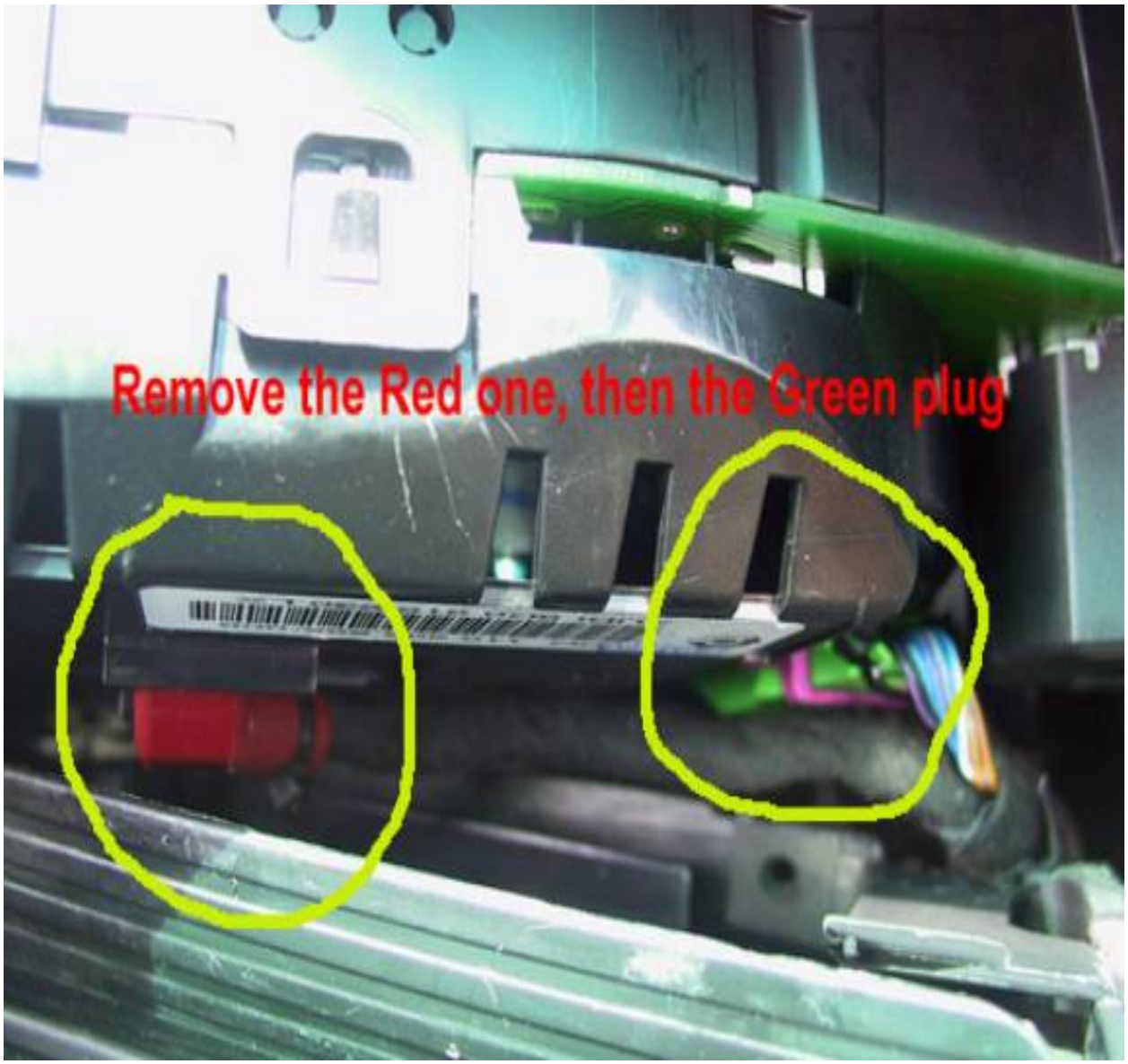
And then undo the 2 torx screws you find there. (Pic from TIS).



You are then free to undo the torx screws and ease the cluster forward to access the rear plugs.



Next, disconnect all the rear plugs noting that you must pull up the securing lever on each one before pulling them away.



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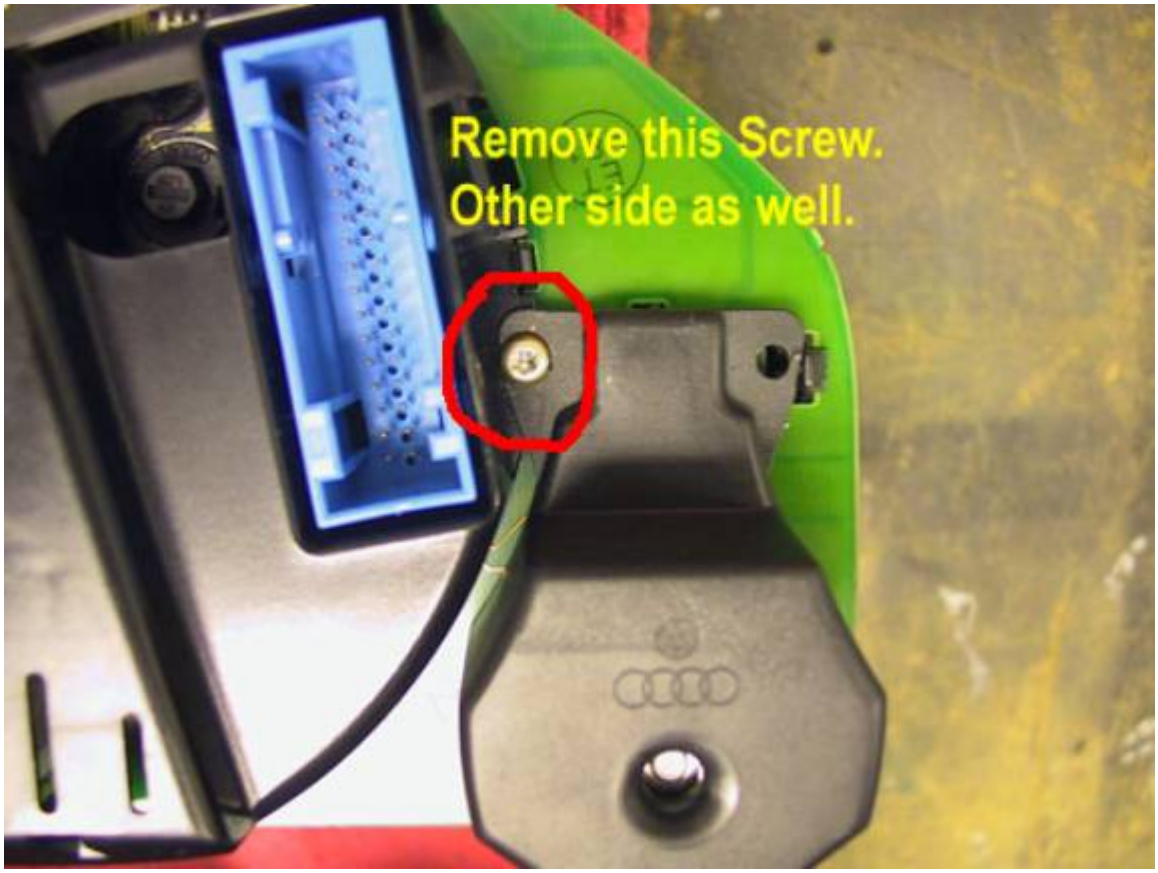
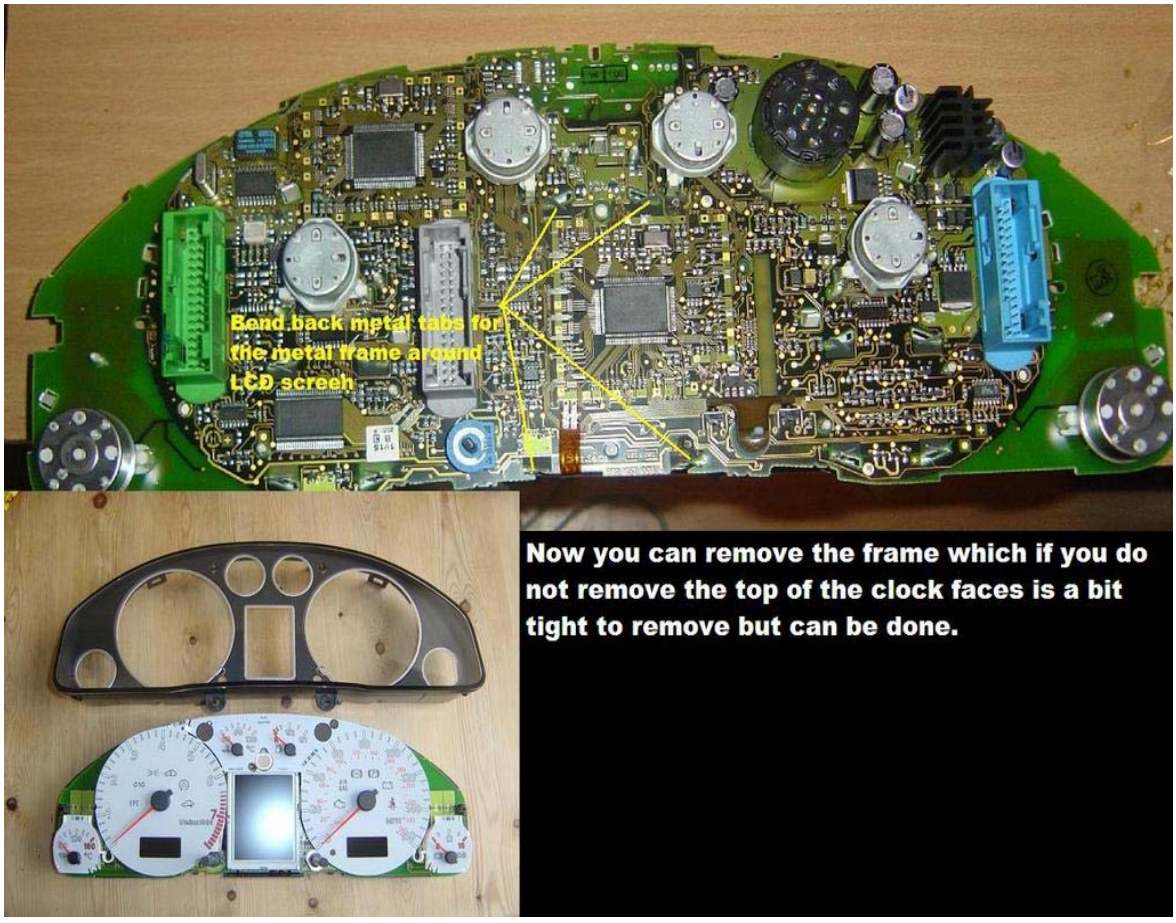
Place the removed cluster face down on a towel and remove the cover. Take out the screws and snap open the cover; on newer models of Audi, you will have two screws holding the back in place as well as the tabs.



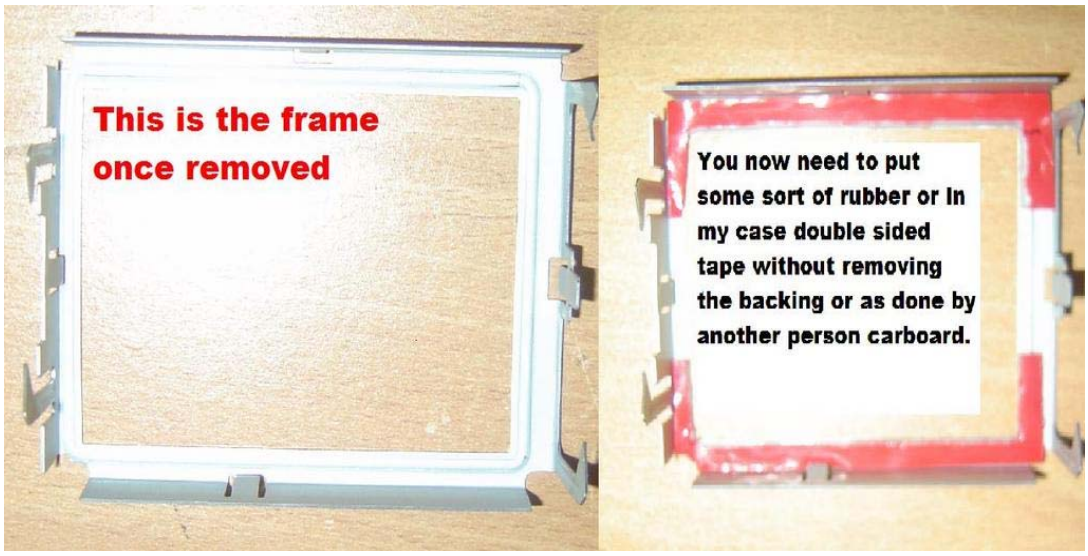
You will see that the LCD display is held in place with a metal frame on the clocks side of the cluster and that the frame has legs that poke through to the rear circuit board side.

You will need to bend these tabs back gently in order to remove the metal retaining frame from the front, holding the LCD at the same time to prevent it dropping.



The next stage is to line the inside of the frame with some strips of adhesive foam that needs to be about 3mm thick. I would get this from a DIY shop or hardware store; just ask for double sided fixing foam.

You will probably need to cut the foam to width as I have never found any just the right size.



Once the foam is stuck down, don’t remove the other backing as you don’t want the frame to stick to the LCD display.

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For your information, the presence of the foam will increase the pressure on the ribbon cable contacts between the LCD and the circuit board, restoring lost contact.

Then when the foam is in place and neatly trimmed, reassemble the LCD retaining frame back into the cluster and bend back the tabs.

Then all you need do is reassemble in reverse.

I would suggest that if no improvement has been seen, that the problem lies within the LCD as it's possible that the pixels may have "burnt out", this is not uncommon in VAG cars.

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